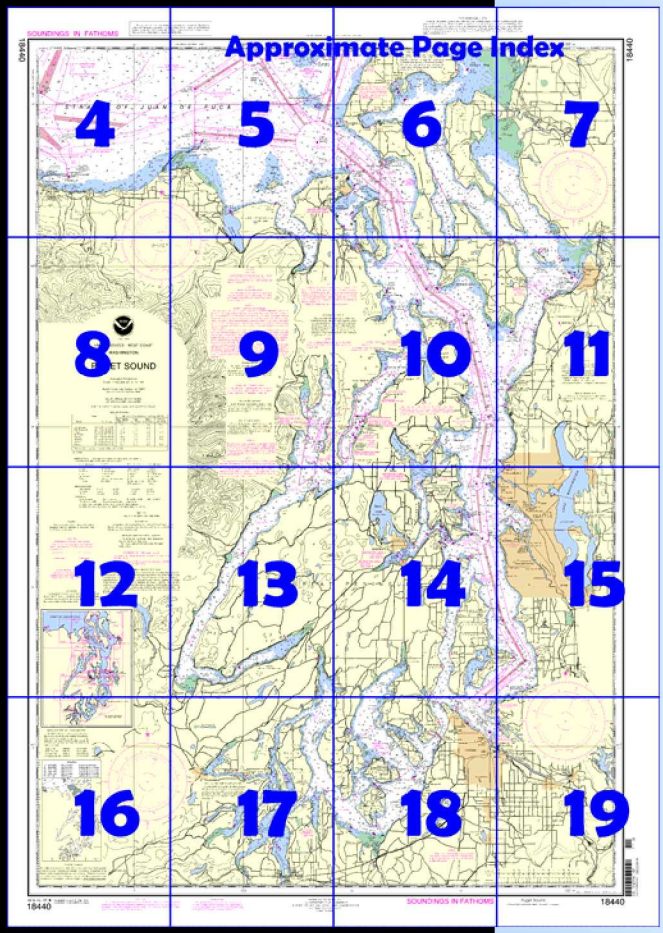
BookletChart™

Puget Sound

(NOAA Chart 18440)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

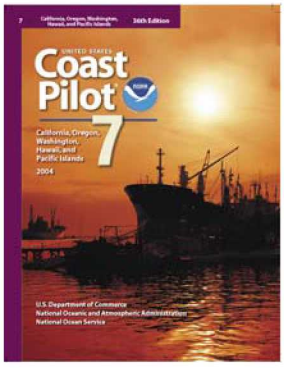
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 12 & 13 excerpts]

(2) **Strait of Juan de Fuca** separates the S shore of Vancouver Island, Canada, from the N coast of the State of Washington. The entrance to the strait lies between parallels 48°23'N., and 48°36'N., on the meridian of 124°45'W. This important body of water is the connecting channel between the ocean and the interisland passages extending S to Puget Sound and N to the inland waters of British Columbia and southeastern

(3) **Puget Sound**, a bay with numerous channels and branches, extends about 90 miles S from the Strait of Juan de Fuca to Olympia.

(36) **Port Townsend,** immediately S of Point Wilson, is entered between Point Hudson and Marrowstone Point.

(64) **Admiralty Inlet** extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head.

(132) The **Port of Seattle** includes an outer and inner harbor. The outer saltwater harbor includes Elliott Bay; East, West, and Duwamish Waterways; Shilshole Bay, and the portions of Puget Sound adjacent to Ballard on the N and West Seattle to the S of the entrance of Elliott Bay.

(208) **Lake Washington,** the large freshwater lake on Seattle's E side, provides deep and protected water over most of its length of nearly 16 miles.

(254) **Camano Island** extends between Port Susan and Saratoga Passage. It is irregular in shape and 14 miles in length; the S portion consists of a long, narrow tongue that terminates in Camano Head, 340 feet high. At its N end it is separated from the mainland by **Davis Slough,** and South Pass and West Pass of the Stillaguamish River, all dry at low water. On the shores of the island are several resorts and unincorporated residential tracts.

(255) **Port Susan,** on the E side of Camano Island, extends about 11 miles in a NW direction, terminating in flats which bare and extend over 3 miles wide at its head. There are several resort settlements. Deep water is throughout until nearing the head, where anchorage may be had off the extreme W edge of the flats in about 10 fathoms. Care should be used in approaching and anchoring, as the flats rise abruptly from deep water.

(256) **Stanwood** is in a dairying and farming district on the N side of the **Stillaguamish River** at the junction of **South Pass** and **West Pass.**

(257) **Saratoga Passage,** on the W side of Camano Island, extends some 18 miles in a NW direction from its entrance between Sandy Point and Camano Head. At its N end it connects with Penn Cove and Crescent Harbor, and leads E into Skagit Bay. Depths in the passage are from 100 fathoms at the entrance to 15 fathoms at the Crescent Harbor entrance. There are few outlying dangers, and a midchannel course is clear.

(259) **Langley** is a small town on Whidbey Island about 1.2 miles W of Sandy Point. Tugs often anchor off the beach between Langley and Sandy Point. Langley boat harbor, protected on the N and E sides by a timber breakwater marked by private lights, can accommodate about 25 vessels. Transient berths are available. In March 1988, the reported depths were about 16 feet along the E wall and the floats closest to shore. Water, ice, a launching ramp, 4-ton lift, hull and engine repairs, and gasoline are available. The stores of the town business district are nearby, supplies may be obtained.

(260) **East Point,** 6 miles NW of Sandy Point, is a low sandspit about 300 yards long. It is marked by a light.

(261) **Elger Bay,** on the W shore of Camano Island across Saratoga Passage from East Point, is an open bight 1 mile wide. Tugs anchor here in W and NW winds.

(262) **Holmes Harbor,** entered 8 miles NW of Sandy Point, indents Whidbey Island 5 miles in a S direction. Except for a sand and gravel wharf and a large private boathouse at the head of the harbor, only private pleasure piers are on the shores of Holmes Harbor. Depths range from 30 to 40 fathoms off the entrance to 17 fathoms near the head, where good anchorage, except from N weather, may be had in mud bottom.

(265) **Penn Cove** indents the W shore of the basin at the head of Saratoga Passage and extends W for about 3.5 miles. In most weather, the cove affords good protection in 5 to 15 fathoms, good holding ground.

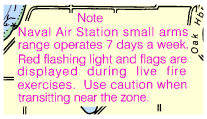
(268) **Coupeville,** the county seat of Island County, is on the S shore of Penn Cove, about 2 miles from the head.

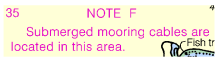
(270) **Crescent Harbor,** immediately E of Oak Harbor, is a semicircular bight 2 miles in diameter, between **Forbes Point** and **Polnell Point.**

(271) The entrance to **Skagit Bay,** southern part, lies between Polnell Point and Rocky Point.

(278) The entrance to **Hood Canal** is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles S of Marrowstone Point. It extends in a general S direction for about 44 miles and then bends sharply NE for 11 miles, terminating in flats bare at low water.

Table of Selected Chart Notes





Corrected through NM Sep. 15/07
Corrected through LNM Sep. 18/07

HEIGHTS
Heights in feet above Mean High Water.

NOTE C
For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

LOCAL MAGNETIC DISTURBANCE
Differences of more than 2° from the normal variation have been observed in Hood Canal at Hood Head and along Henderson Inlet.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.648" southward and 4.484" westward to agree with this chart.

Mercator Projection
Scale 1:150,000 at Lat 47° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

BRIDGES AND OVERHEAD CABLES
The bridge and overhead cable clearances are not shown on this chart.

For more detailed information use the larger scale charts.

NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE D
NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult the U.S. Coast Guard Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz
Neah Bay, WA	KIH-36	162.55 MHz
Olympia, WA	WXM-62	162.475 MHz
Puget Sound, WA	WWG-24	162.425 MHz

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE B
CAUTION

Naval vessels may be maneuvering in circles in this area. Proceed with caution. For further information consult the U.S. Coast Guard Local Notice to Mariners.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE I
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

NOTE G
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

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NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE E
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS
(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Angeles	(48°08'N/123°25'W)	7.0	6.3	2.2
Port Townsend	(48°07'N/122°46'W)	8.5	7.8	2.5
Union	(47°22'N/123°06'W)	11.8	10.9	3.0
Bremerton	(47°34'N/122°37'W)	11.7	10.9	2.9
Shelton	(47°13'N/123°05'W)	14.2	13.2	2.6
Olympia	(47°04'N/122°54'W)	14.6	13.6	3.1
Seattle	(47°36'N/122°20'W)	11.4	10.5	2.8
Everett	(47°59'N/122°13'W)	11.1	10.2	2.8

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2007)

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FATHOMS

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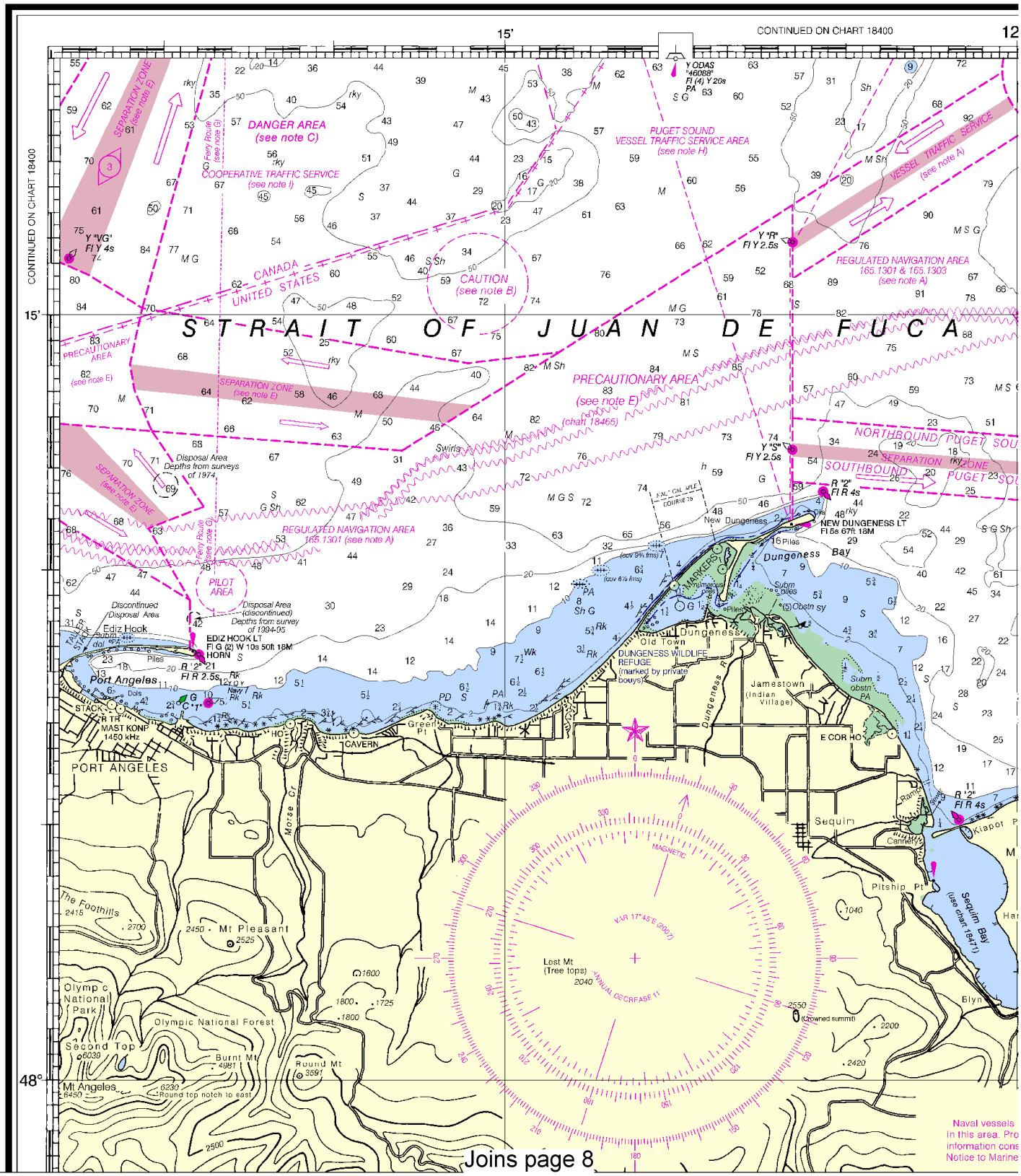

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North

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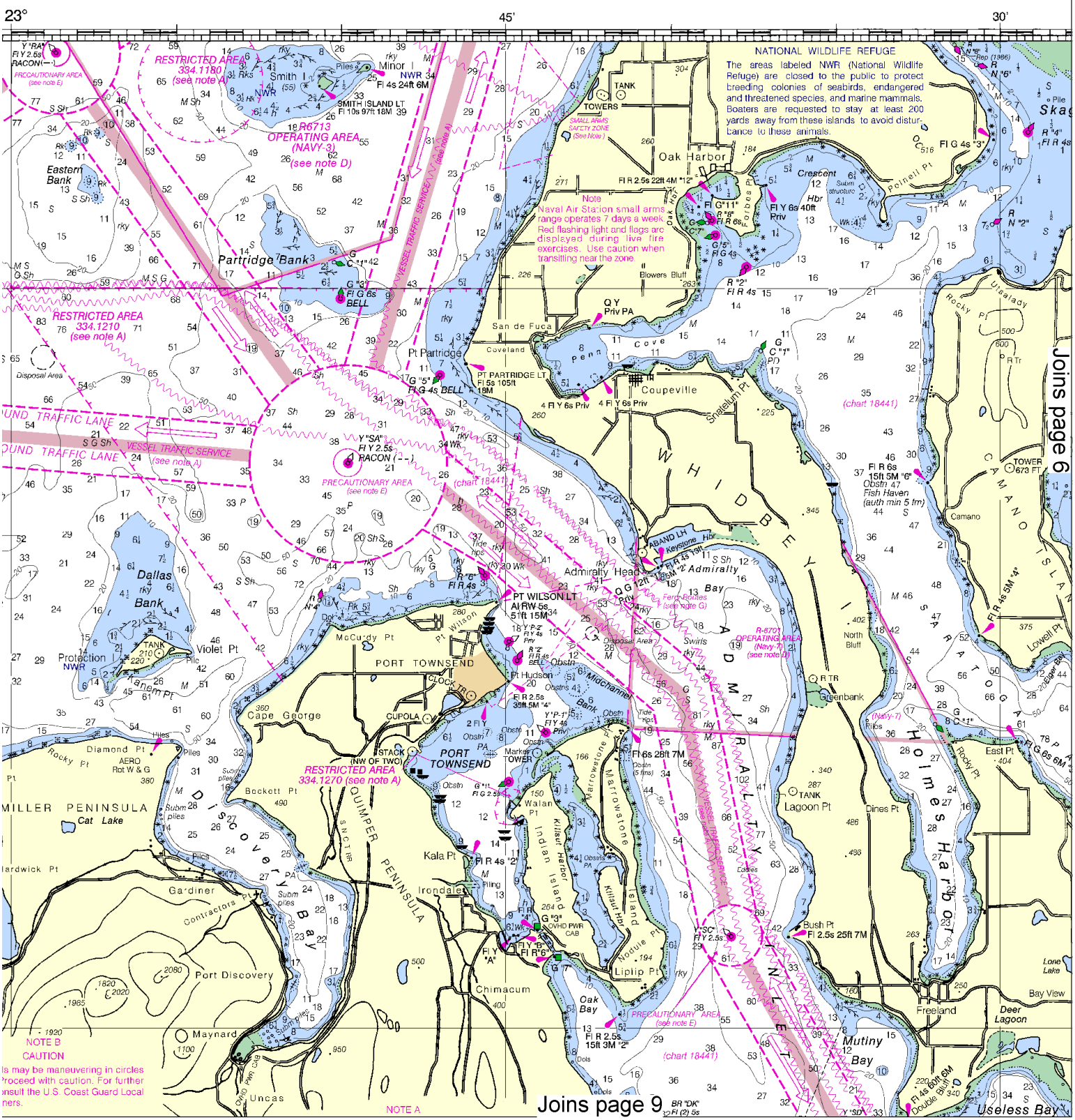

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:200000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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Formerly C&GS 6401. 1 st Ed., Aug 1946 C-1948-715 KAPF1688

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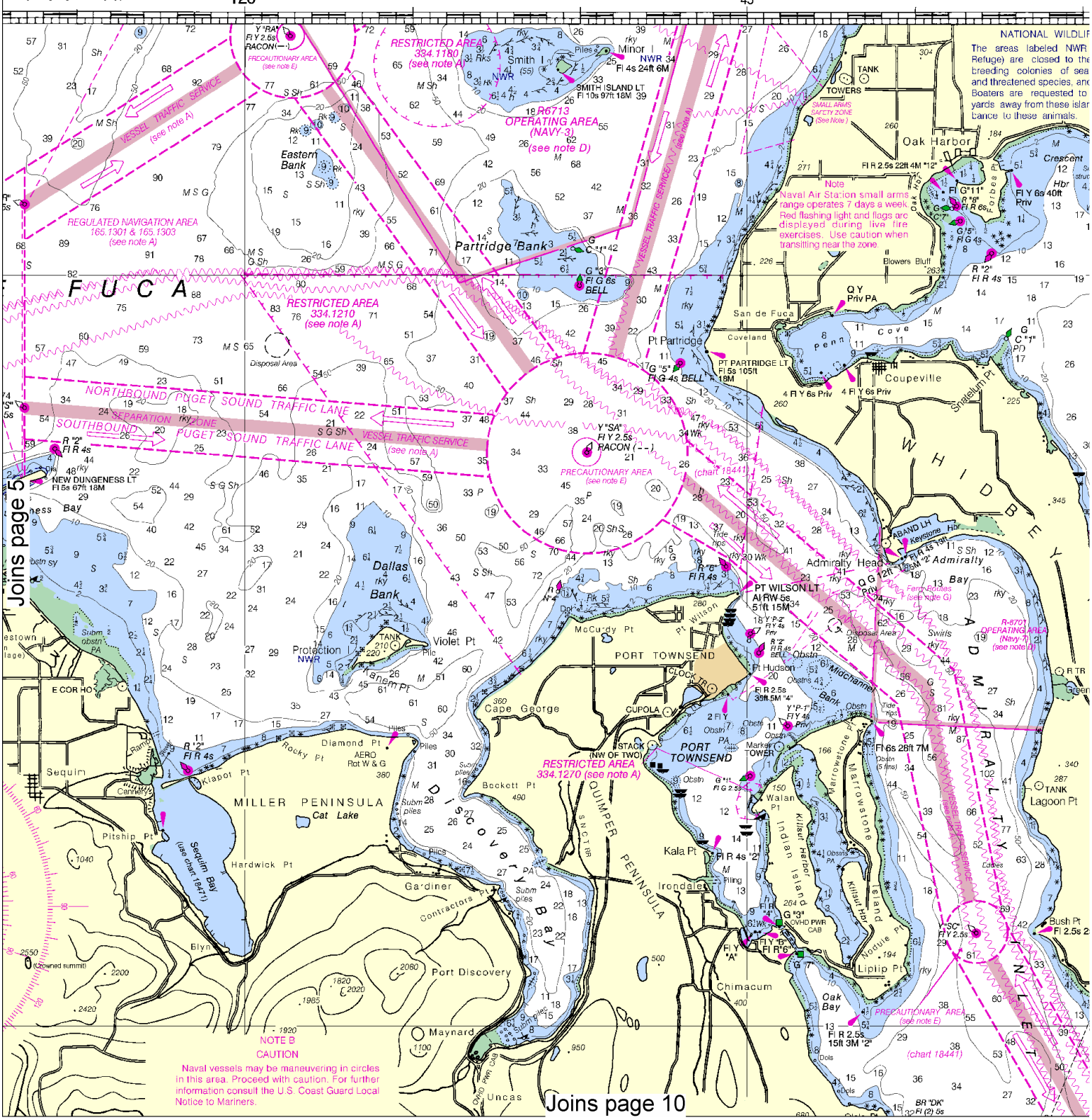

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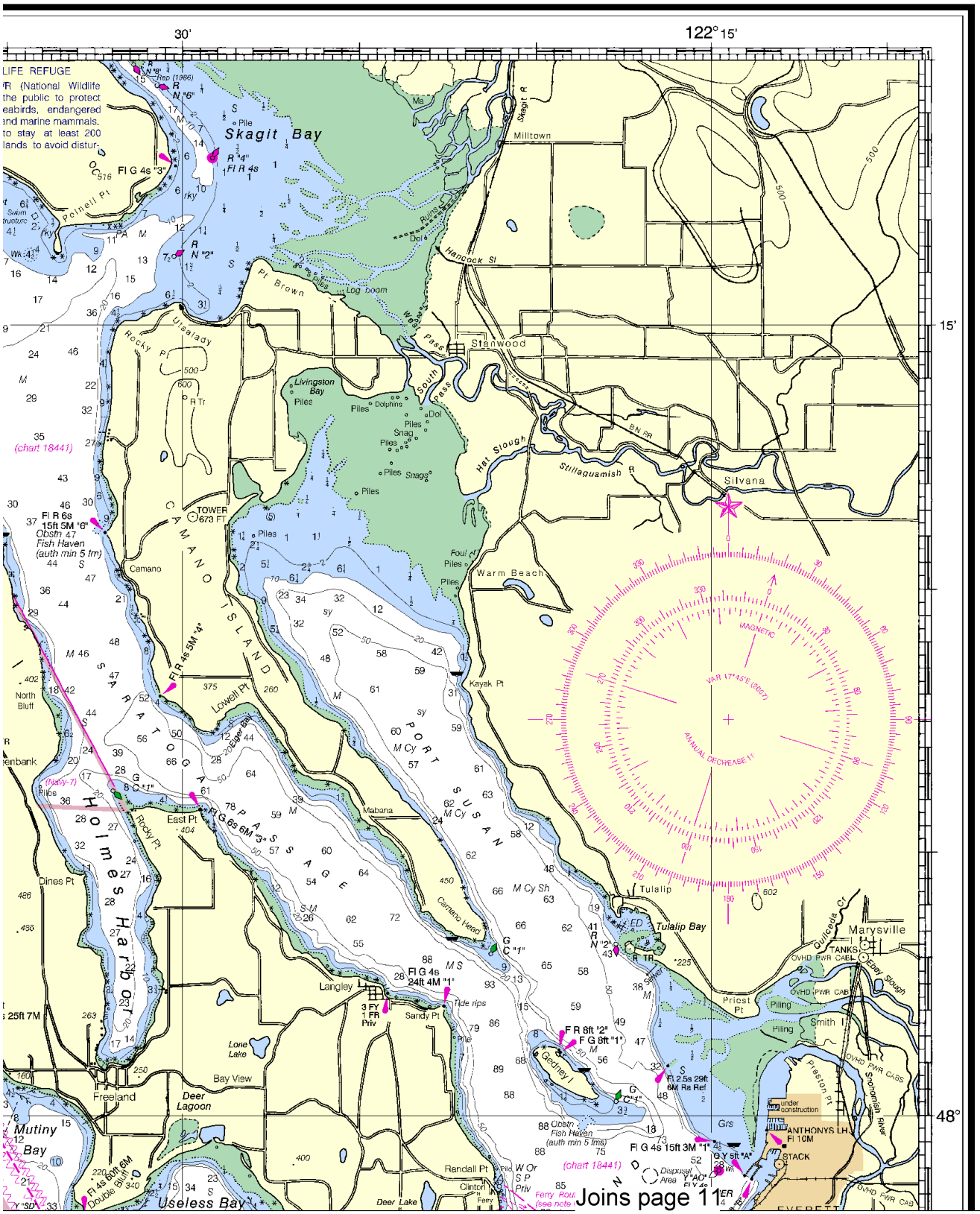

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

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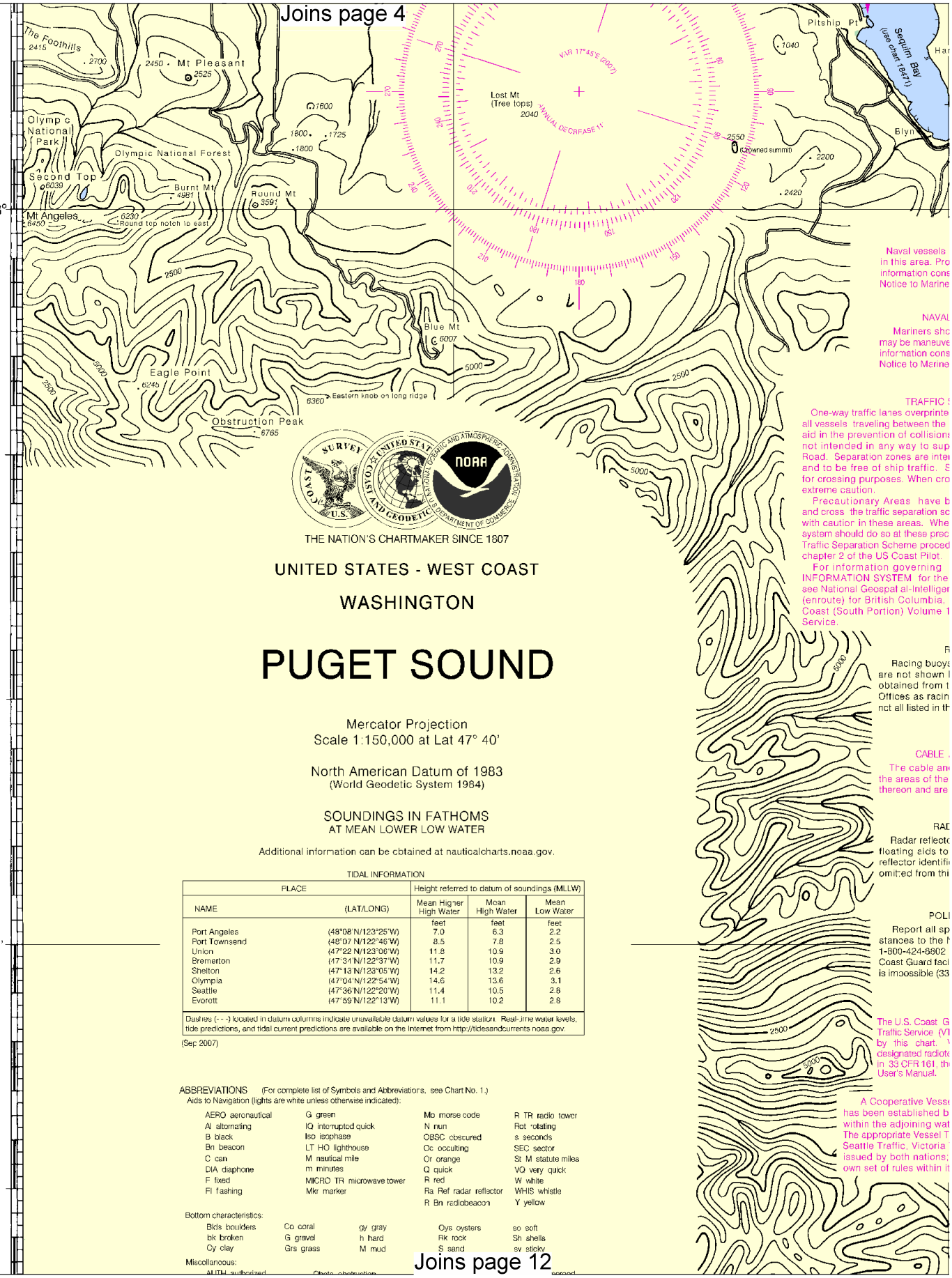

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

PUGET SOUND

Mercator Projection
Scale 1:150,000 at Lat 47° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

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		feet	feet	feet
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(Sep 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
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sy sticky

Miscellaneous:

Joins page 12

Naval vessels
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Mariners shc
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TRAFFIC S

One-way traffic lanes overprinte
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Precautionary Areas have b
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chapter 2 of the US Coast Pilot.

For information governing
INFORMATION SYSTEM for the
see National Geospat al-Intelliger
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North

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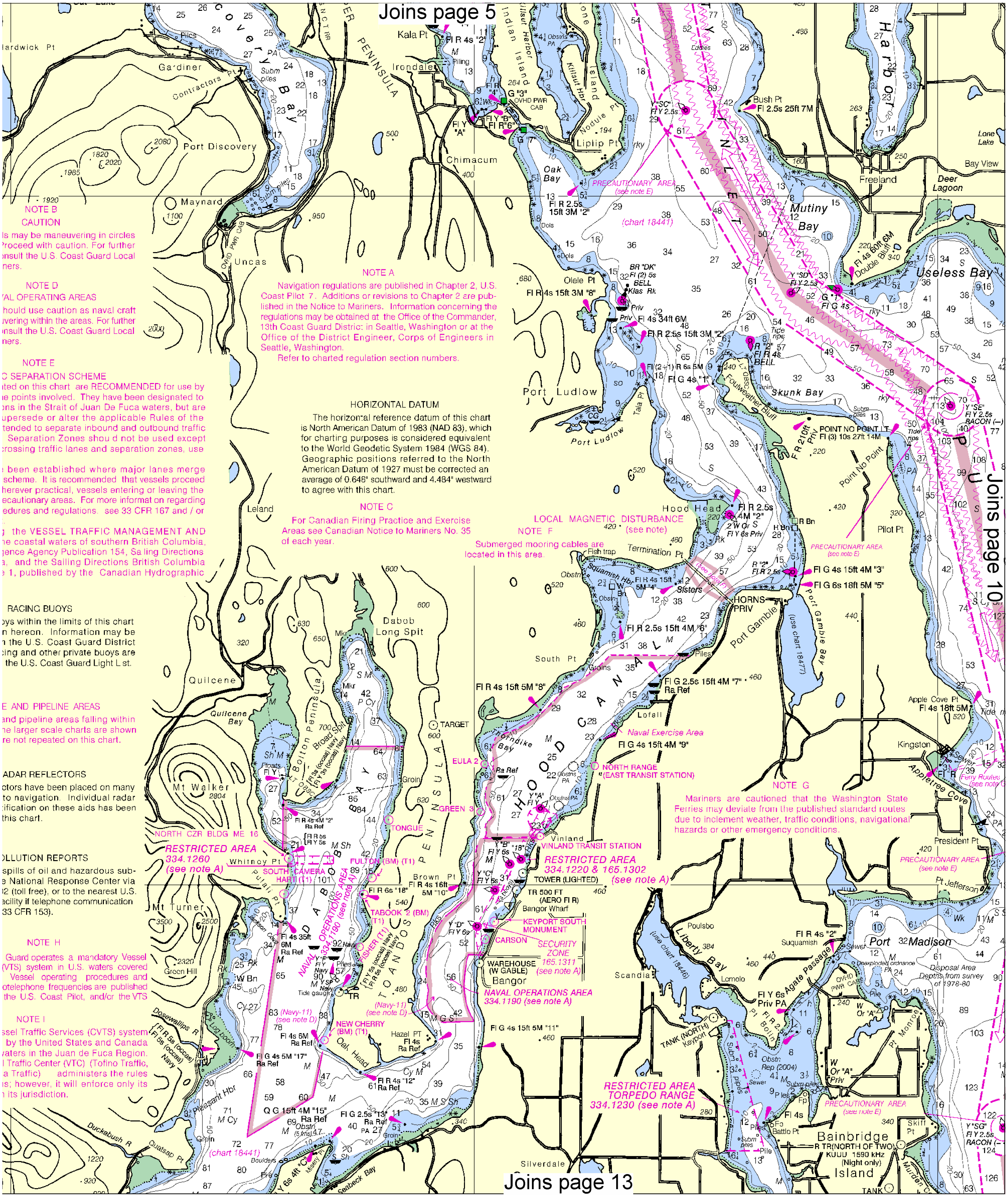

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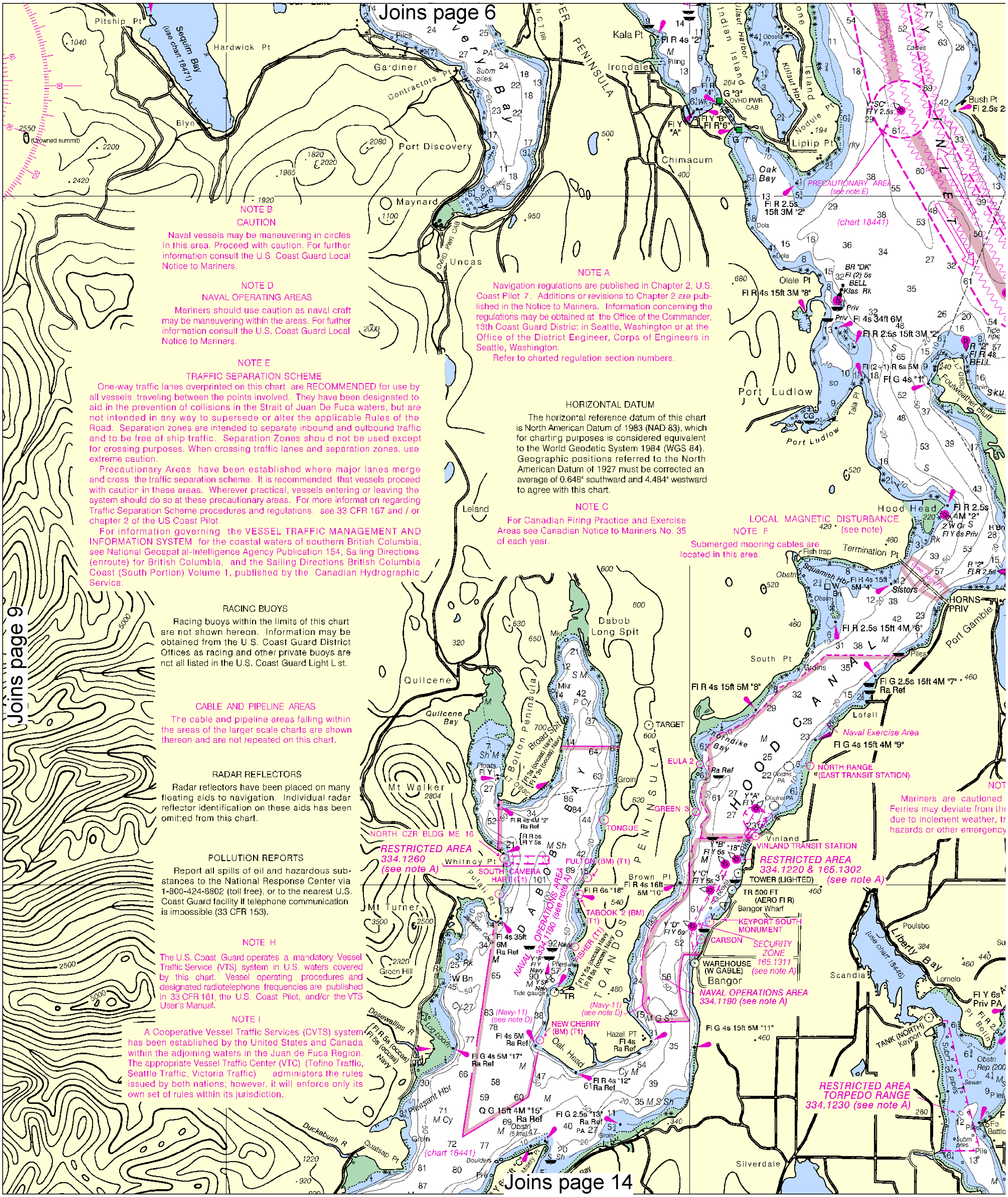
Joins page 6



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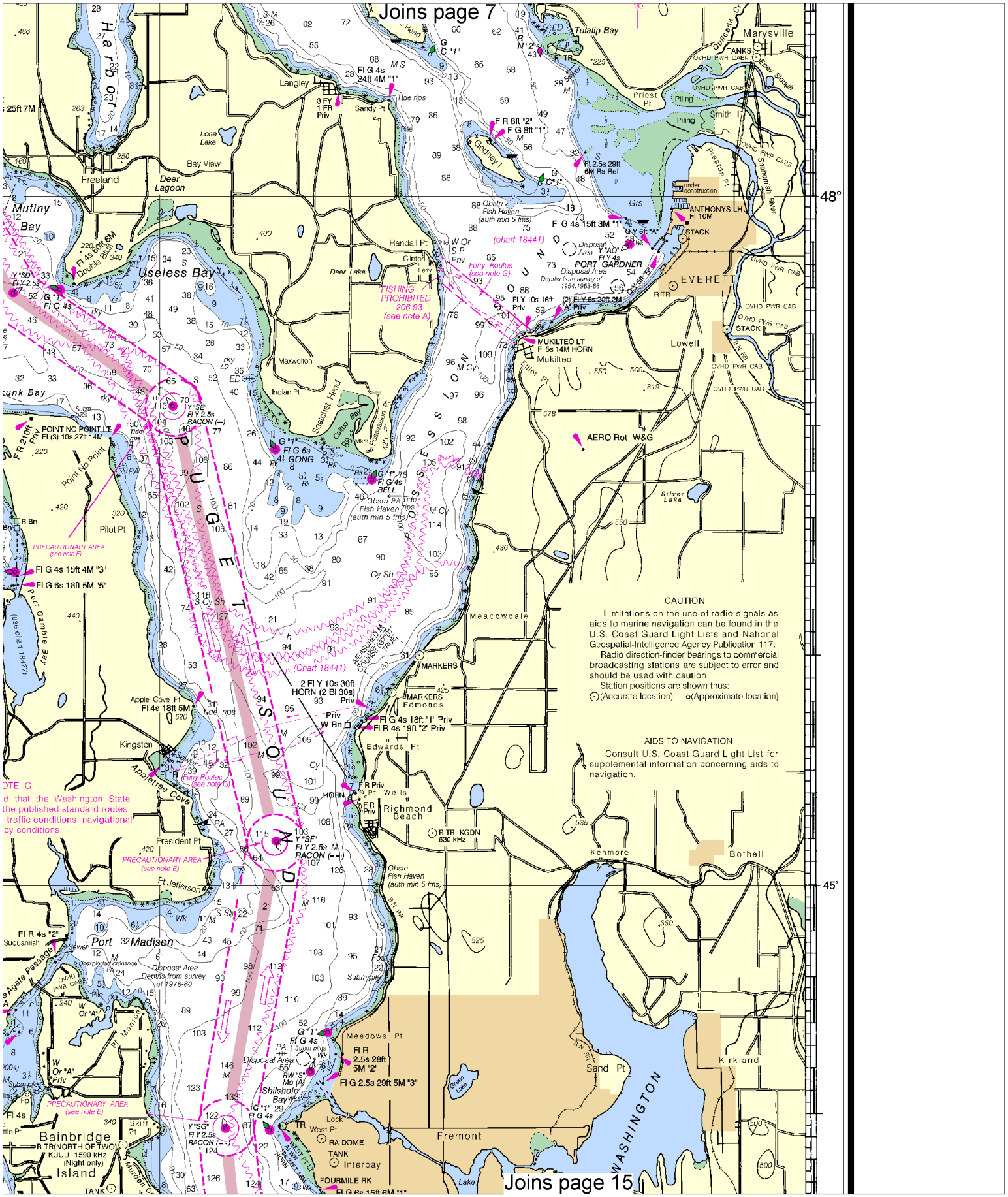
Joins page 14

North


Joins page 7
Joins page 15
48°
45'
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
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Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
PUGET SOUND
Harbor
Mutiny Bay
Useless Bay
Deer Lagoon
Lone Lake
Bay View
Freeland
Langley
Sandy Pt
Tide rips
Fl G 4s 24ft 4M "1"
3 FY 1 FR Priv
Tulalip Bay
Marysville
TANKS
OVHD PWR CABL
Ebey Slough
Priest Pt
Piling
Smith I
Snohomish River
under construction
ANTHONYS LH Fl 10M
STACK
Fl G 4s 15ft 3M "1"
G Y 5ft "A"
Wk
Gedney I
F R 8ft "2"
F G 8ft "1"
Fl 2.5s 29ft 6M Ra Ref
Obstn Fish Haven (auth min 5 fms)
(chart 18441)
Disposal Area
Y "AO" Fl Y 4s
PORT GARDNER
Disposal Area
Depths from survey of 1954,1963-66
EVERETT
R TR
Ferry Routes (see note G)
FISHING PROHIBITED 206.93 (see note A)
Fl Y 10s 16ft Priv
(2) Fl Y 6s 20ft 2M "A" Priv
MUKILTEO LT Fl 5s 14M HORN
Mukilteo
Lowell
Maxwelton
Indian Pt
Scatchet Head
Cultus Bay
Possession Pt
Elliot Pt
AERO Rot W&G
Silver Lake
Meacowdale
Point No Point
POINT NO POINT LT Fl (3) 10s 27ft 14M
Fl R 21ft Priv
Fl G 6s GONG
Pilot Pt
PRECAUTIONARY AREA (see note E)
Fl G 4s 15ft 4M "3"
Fl G 6s 18ft 5M "5"
Port Gamble Bay
(use chart 18477)
Cy Sh
MARKERS
2 Fl Y 10s 30ft HORN (2 Bl 30s) Priv
MARKERS Edmonds
Fl G 4s 18ft "1" Priv
Fl R 4s 19ft "2" Priv
Priv W Bn
Apple Cove Pt Fl 4s 18ft 5M
Kingston
Edwards Pt
Appletree Cove
Fl R
Ferry Routes (see note G)
Pt Wells
F R Priv
HORN
Richmond Beach
R TR KGDN 630 kHz
President Pt
Pt Jefferson
Obstn Fish Haven (auth min 5 fms)
Kenmore
Bothell
Fl R 4s "2"
Suquamish
Port Madison
Disposal Area Depths from survey of 1978-80
Agate Passage
Meadows Pt
Fl R 2.5s 28ft 5M "2"
Fl G 2.5s 29ft 5M "3"
Shilshole Bay
Sand Pt
Kirkland
Lake Washington
Fremont
Lock
West Pt
RA DOME
TANK
Interbay
FOURMILE RK
Fl G 6s 15ft 6M "1"
Bainbridge Island
R TR(NORTH OF TWO) KUUU 1590 kHz (Night only)
TANK
Murden Cove
Skiff Pt
Fl 4s
PRECAUTIONARY AREA (see note E)

Olympia	14.8	13.6	3.1
Seattle	11.4	10.5	2.8
Everett	11.1	10.2	2.8

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2007)

Joins page 8

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

BRIDGES AND OVERHEAD CABLES

The bridge and overhead cable clearances are not shown on this chart.

For more detailed information use the larger scale charts.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

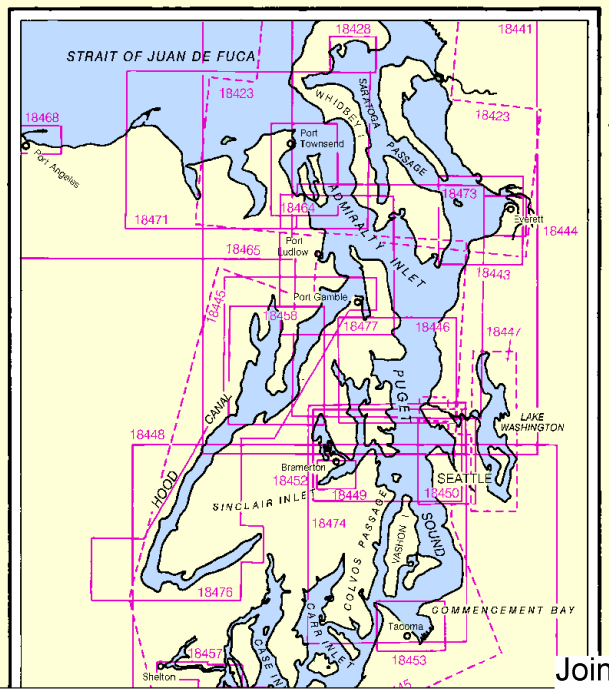
LOCAL MAGNETIC DISTURBANCE

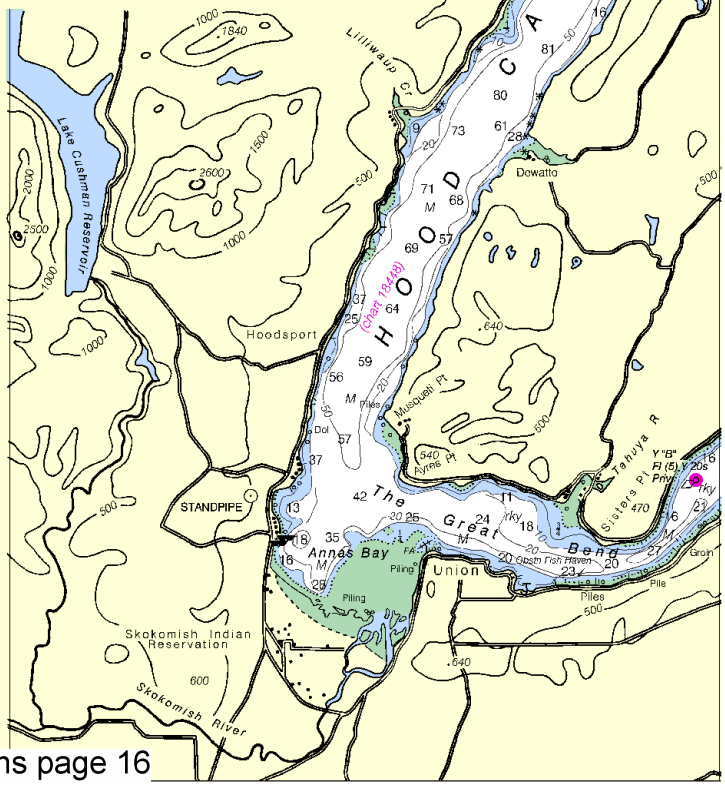
Differences of more than 2° from the normal variation have been observed in Hood Canal at Hood Head and along Henderson Inlet.

PUGET SOUND HARBOR SAFETY PLAN

The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan, log on to http://www.marineexchangesea.com or contact the Seattle Marine Exchange at (206) 443-3830.

30'



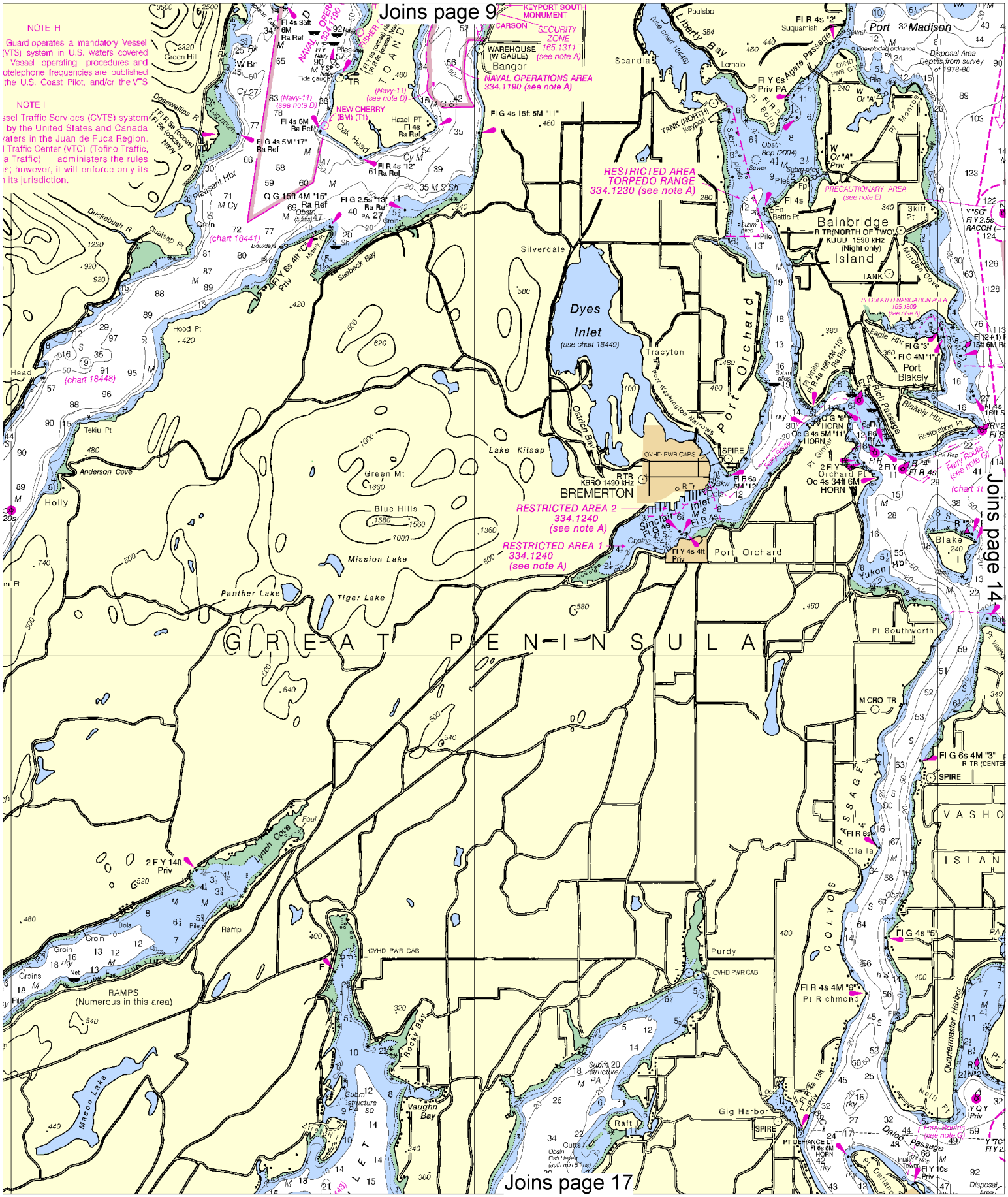


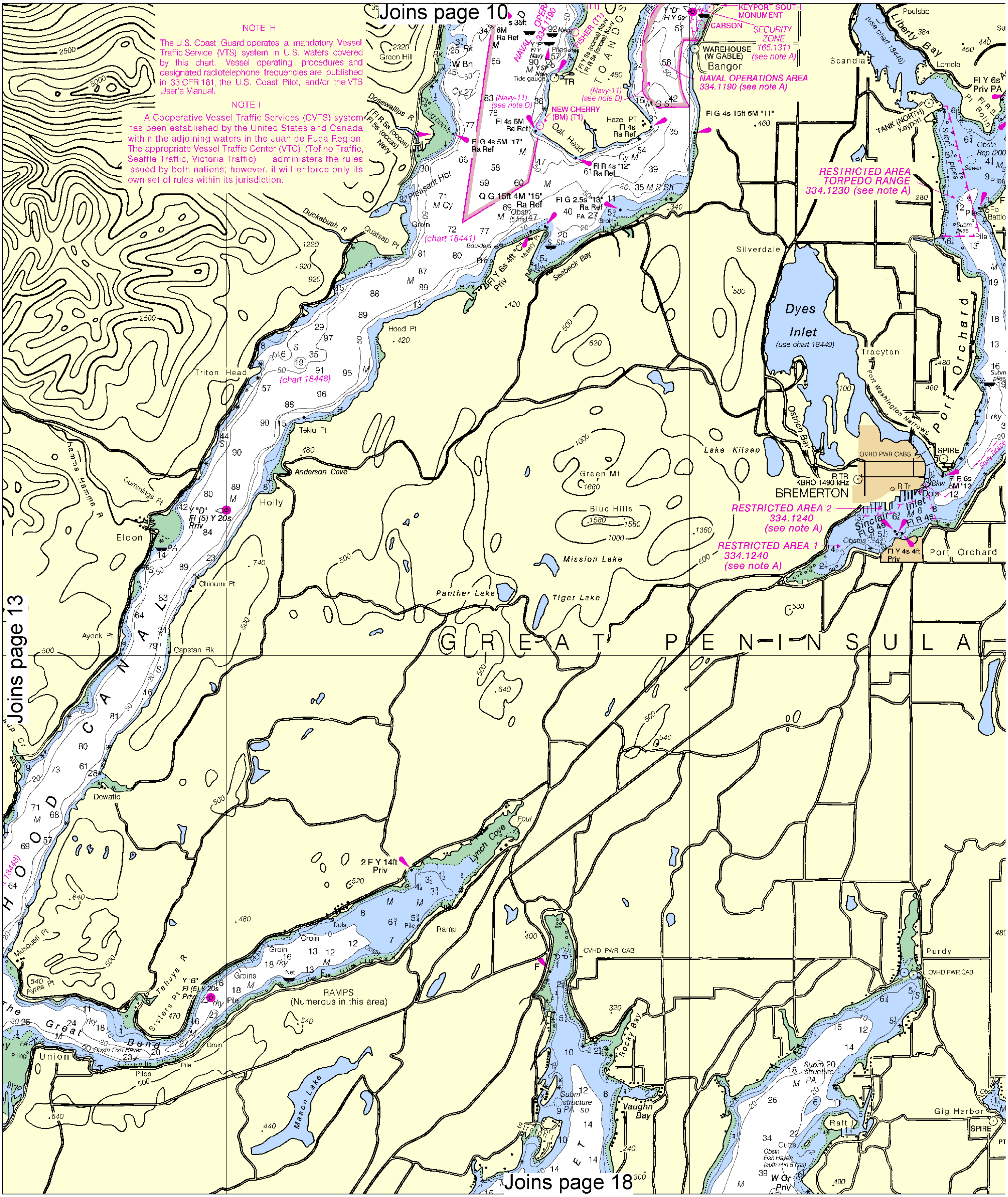
Joins page 16

The U.S. Coast G
Traffic Service (VT
by this chart.
designated radiote
In 33 CFR 161, th
User's Manual.

A Cooperative Vess
has been established b
within the adjoining wat
The appropriate Vessel T
Seattle Traffic, Victoria
issued by both nations;
own set of rules within it

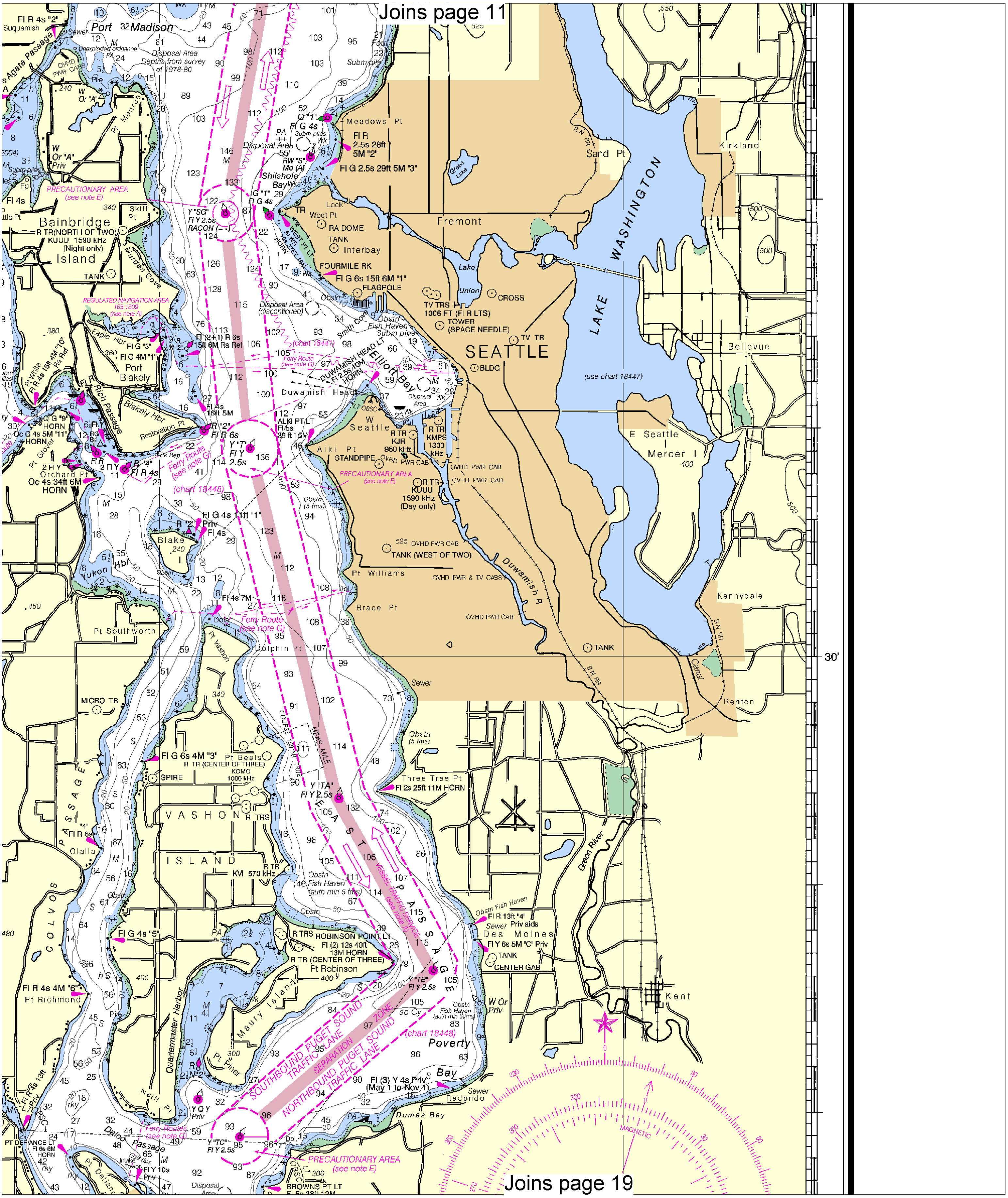
North


Joins page 9
NOTE H
Guard operates a mandatory Vessel
(VTS) system in U.S. waters covered
Vessel operating procedures and
otelephone frequencies are published
the U.S. Coast Pilot, and/or the VTS
NOTE I
ssel Traffic Services (CVTS) system
by the United States and Canada.
aters in the Juan de Fuca Region.
l Traffic Center (VTC) (Tofino Traffic,
a Traffic) administers the rules
is; however, it will enforce only its
its jurisdiction.
KEYPORT SOUTH MONUMENT
CARSON
SECURITY ZONE 165.1311 (see note A)
WAREHOUSE (W GABLE)
Bangor
NAVAL OPERATIONS AREA 334.1190 (see note A)
NAVAL OPER 334.190
TOAN
SHER
NEW CHERRY (BM) (T1)
Hazel PT
Oak Head
Dosewallips R
Pleasant Hbr
Duckabush R
Quatsap Pt
Seabeck Bay
Hood Pt
Teklu Pt
Anderson Cove
Holly
Green Mt
Blue Hills
Lake Kitsap
Mission Lake
Panther Lake
Tiger Lake
Silverdale
Dyes Inlet
(use chart 18449)
Tracyton
Port Orchard
Ostrich Bay
Port Washington Narrows
OVHD PWR CABS
SPIRE
KBRO 1490 kHz
BREMERTON
RESTRICTED AREA 2 334.1240 (see note A)
RESTRICTED AREA 1 334.1240 (see note A)
RESTRICTED AREA TORPEDO RANGE 334.1230 (see note A)
PRECAUTIONARY AREA (see note E)
Bainbridge Island
R TR(NORTH OF TWO)
KUUU 1590 kHz
(Night only)
REGULATED NAVIGATION AREA 165.1309 (see note A)
Port Blakely
Rich Passage
Blakely Hbr
Eagle Hbr
Restoration Pt
Ferry Route (see note G)
Port Orchard
Yukon
Pt Southworth
MICRO TR
VASHON ISLAND
PASSAGE
COLVOS
Olalla
Purdy
Pt Richmond
Quartermaster Harbor
Gig Harbor
PT DEFIANCE LT
Dalco Passage
Ferry Routes (see note G)
Rocky Bay
Vaughn Bay
Mason Lake
Lynch Cove
RAMPS
(Numerous in this area)
GREAT PENINSULA
Joins page 14
Joins page 17


Joins page 10
Joins page 13
Joins page 18
NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.
NOTE I
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.
G R E A T P E N I N S U L A
H O O D C A N A L
Dyes Inlet
(use chart 18449)
BREMERTON
Port Orchard
Bangor
Silverdale
Tracyton
Scandia
Poulsbo
Liberty Bay
Keyport
Lake Kitsap
Green Mt
Blue Hills
Mission Lake
Panther Lake
Tiger Lake
Mason Lake
Lynch Cove
Seabeck Bay
Anderson Cove
Holly
Eldon
Dewatto
Union
The Great Bend
Purdy
Gig Harbor
Vaughn Bay
Rocky Bay
Raft I
Cutts I
Hood Pt
Triton Head
Tekiu Pt
Cummings Pt
Chinom Pt
Ayock Pt
Capstan Rk
Musqueti Pt
Ayres Pt
Sisters Pt
Tahuya R
Duckabush R
Dosewallips R
Hamma Hamma R
Quatsap Pt
Pleasant Hbr
Misery Pt
Oak Head
Green Hill
Hazel PT
Sinclair Inlet
Ostrich Bay
Port Washington Narrows
NAVAL OPERATIONS AREA 334.1190 (see note A)
SECURITY ZONE 165.1311 (see note A)
RESTRICTED AREA TORPEDO RANGE 334.1230 (see note A)
RESTRICTED AREA 2 334.1240 (see note A)
RESTRICTED AREA 1 334.1240 (see note A)
KEYPORT SOUTH MONUMENT
CARSON
WAREHOUSE (W GABLE)
NEW CHERRY (BM) (T1)
KBRO 1490 kHz
OVHD PWR CABS
RAMPS (Numerous in this area)
(chart 18441)
(chart 18448)

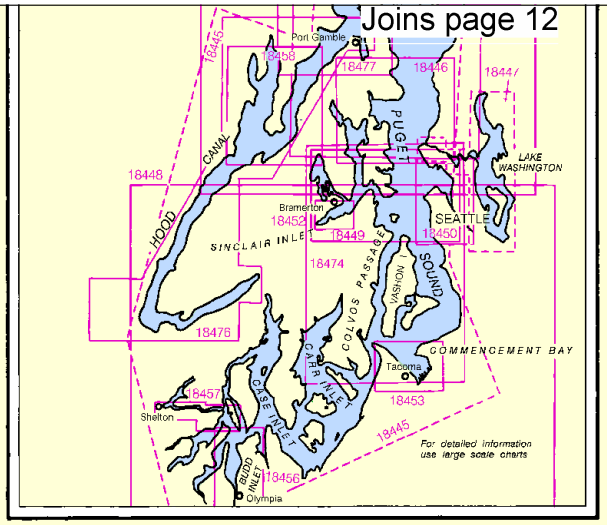
North

Joins page 11



Joins page 19

Joins page 12



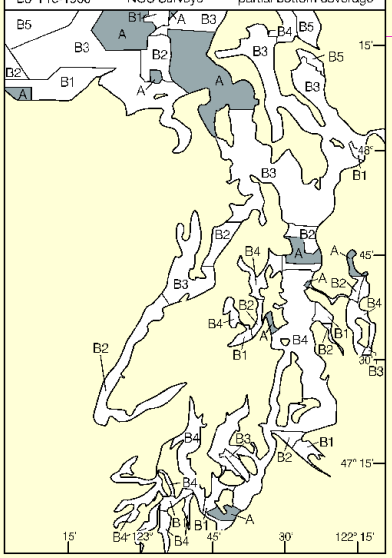
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz
Neah Bay, WA	KIH-36	162.55 MHz
Olympia, WA	WXM-62	162.475 MHz
Puget Sound, WA	WWG-24	162.425 MHz

47° 15'

SOURCE		
A 1990-2004	NOS Surveys	full bottom coverage
B1 1990-2001	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The cutlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

STANDPIPE
Skokomish Indian Reservation
Skokomish River
Annas Bay
The Great Bend
Union
Tahuya R
Sisters Pt
Musqueam Pt
Cranberry Lake
Oakland Bay
Chapman Cove
Munson Pt
TANK
Shelton
Fl R 6s 4M "6"
SILO
Isabella Lake
Little Skookum Inlet
Oyster Bay
Burns Cove
Summit Lake
MAGNETIC
VAR 17°30'E (2007)
ANNUAL DECREASE 10'

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devic and structures such as fish traps, pound ne crab traps, and duck blinds, some submerge may exist in the area of this chart, particularly the near shore area. Mariners should proce with caution.

15' 12

29th Ed., Sep. / 07 ■ Corrected through NM Sep. 15/07
Corrected through LNM Sep. 18/07

18440

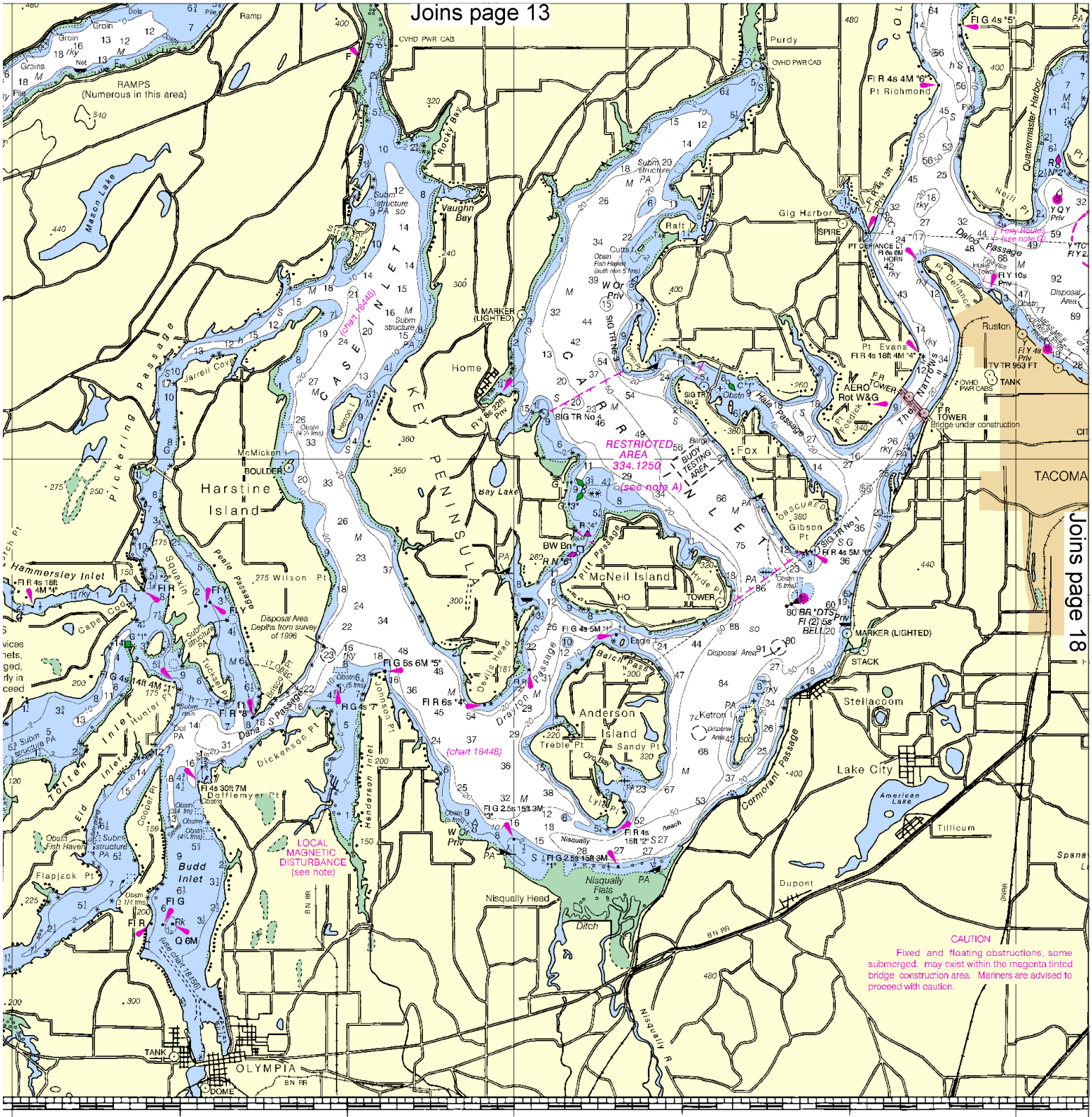
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

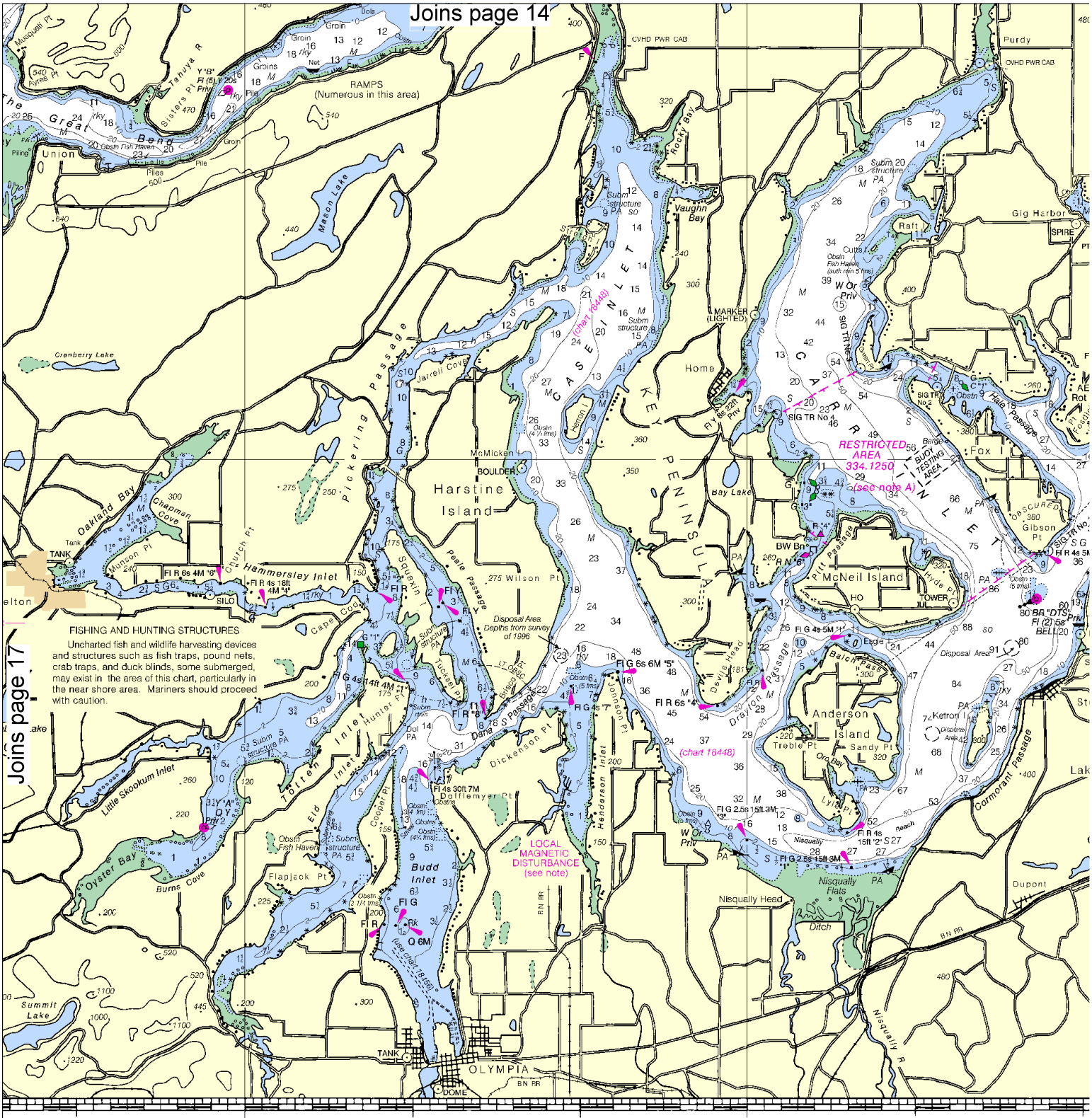
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

North



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATH

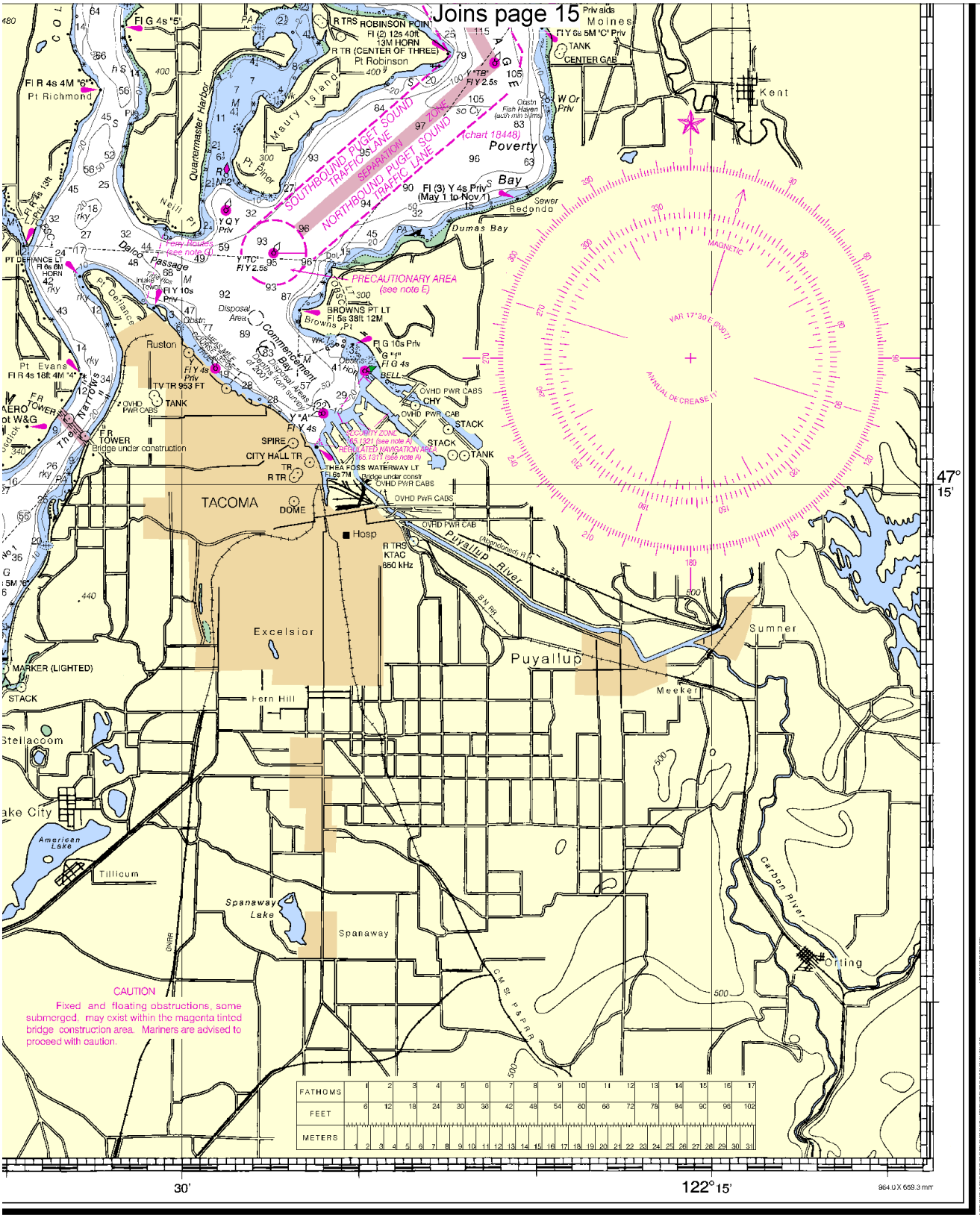


WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUN

North



NDINGS IN FATHOMS

Puget Sound

SOUNDINGS IN FATHOMS - SCALE 1:150,000

18440

ED NO. 29

NSN 7642014011488 NGA REFERENCE NO. 18ACO18440

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Port Angeles – 360-457-4404
Coast Guard Seattle – 206-217-6001
Canadian Coast Guard (RCC) – 250-363-2995
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.